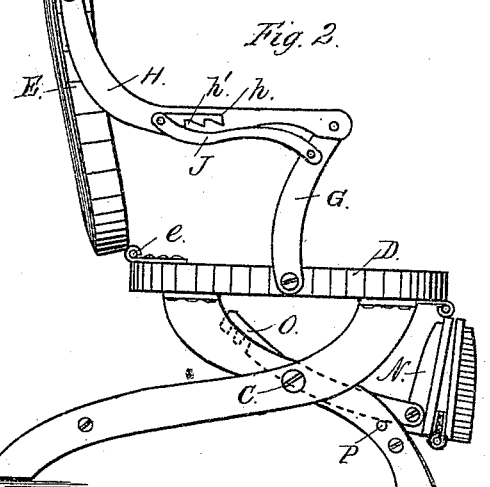
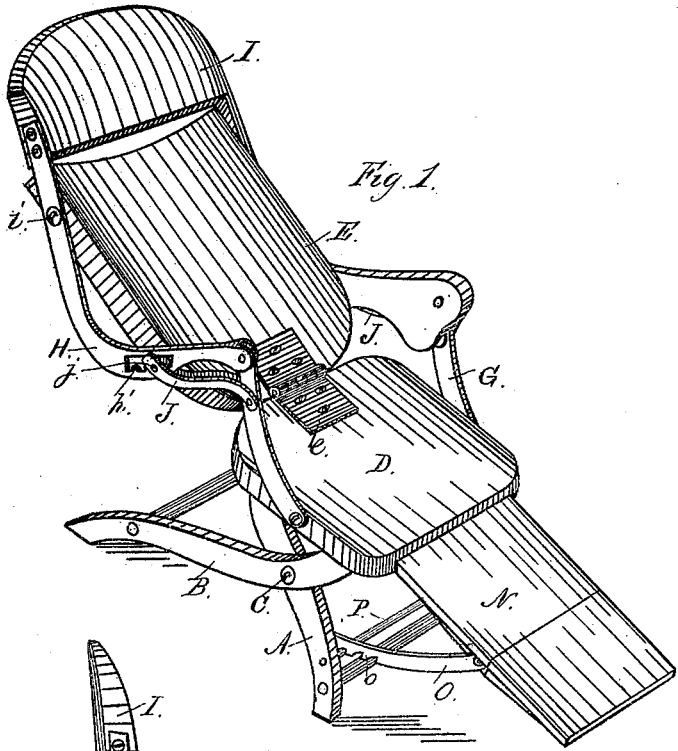


N. N. HORTON.
Reclining-Chair.

No. 208,907.

Patented Oct. 15, 1878.



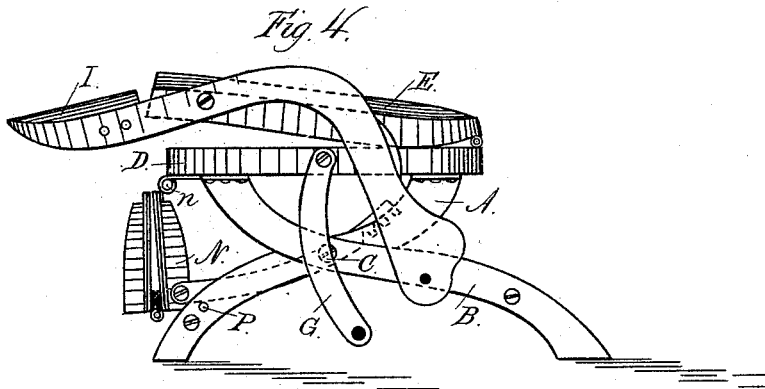
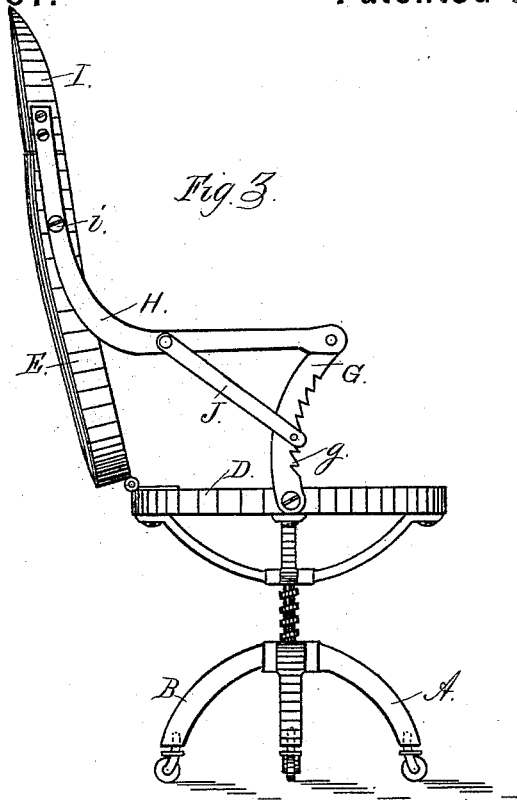
st.
Loock
Smallwood, Jr.

Inventor:
Amos N. Cook, M.D.
per Knight & Co.
Attys.

N. N. HORTON.
Reclining-Chair.

No. 208,907.

Patented Oct. 15, 1878.



Attest:

Chas. J. Coock
Geo. T. Smallwood Jr.

Inventor:

Nelson V. Horton M.D.
per Knight & Sons
Atty's.

UNITED STATES PATENT OFFICE.

NUMON N. HORTON, OF KANSAS CITY, MISSOURI.

IMPROVEMENT IN RECLINING-CHAIRS.

Specification forming part of Letters Patent No. 208,907, dated October 15, 1878; application filed February 2, 1878.

To all whom it may concern:

Be it known that I, NUMON N. HORTON, M. D., of Kansas City, in the county of Jackson and State of Missouri, have invented a certain new and Improved Reclining-Chair, of which the following is a specification:

My invention relates to a reclining-chair adapted either for house or office use or for a railway-car seat. It is constructed with a hinged back, supported by braced arms, either in upright position or at any degree of inclination, and readily adjustable at the will of the user, the upper part of the back being connected to extensions of the pivoted arms, so as to automatically adjust the said upper part of the back and adapt it to serve as a pillow or head-rest when the back is inclined.

In the accompanying drawings, Figure 1 is a perspective view of my improved chair as adjusted for reclining. Fig. 2 is a side elevation of the same as adjusted for sitting in an upright posture. Fig. 3 is a side elevation, illustrating the application of the invention to office-chairs. Fig. 4 is a perspective view of a railway-car or invalid chair embodying the invention, with the parts disconnected and packed for transportation.

I will first describe my chair as adapted for the purposes of a caster or a rocking chair, and will afterward describe the modifications which are necessary to adapt it for a revolving chair for office use or for a car-seat.

A B are respectively the front and the rear legs, crossed, and fixed together at their centers by screws C. D is the seat-bottom, and E the back, connected thereto by a hinge, *e*.

The arms H are extended upward and pivoted to the back at *i*, and are connected above the back E by a head-rest, I, which, when the back is elevated for sitting, is brought nearly or quite in line with the back, as shown in Fig. 2, and, when the back is lowered, is projected forward, so as to serve as a head-rest. The arms are connected to the seat by pivoted standards G G, provided with braces J J, pivoted at their lower ends to the standards G G, and working at their upper ends in slots *h* in the arms H, the pins or bolts *j*, passing through the upper forked end of the

braces, being adapted to rest in either one of the notches *h'*, provided therefor in the slotted metallic arm, so as to fix the back rigidly in any position to which it may be adjusted, and permit the ready adjustment thereof by the operator pressing his fingers upward on the braces J J.

The metallic arms H are covered with wood or upholstered in any preferred manner.

If preferred, the braces are hinged at their upper ends to the metallic arms H, and hold in notches *g* in the standard G, as illustrated in Fig. 3, the effect being the same in both cases.

The notches may be made of oblique form, so as to permit the pins *j* of the braces to slide freely over their backs and catch in any notch desired; but in applying the invention to rocking-chairs the notches are preferably made with straight or square ends, so as to hold rigidly in both directions.

The foot-rest N is hinged to the front of the seat at *n*, and is also hinged at its midlength, to adapt it to be folded upon itself when lowered to perpendicular position, as shown in Fig. 4. It is supported at any attitude desired by hinged arms O, each constructed with any desirable number of notches *o* near their extremities, to catch over the transverse bar P, which extends across between the front legs.

Fig. 3 illustrates the application of the invention to a pivoted chair for office use, the only difference being that the base is constructed with castored diagonal legs A and B, with the customary swivel. To adapt it for cars, a swivel is formed upon a single stationary base in the usual manner.

In adapting the chair for use in railway-cars, the slots *h* in the arms are extended backward beyond the points where the pins *j* of the brace J rest when the back is in vertical position, in order to permit the back to be tipped forward when the chair is to be turned on its pivot, so as to reduce the space in which the chair may be turned.

Fig. 4 shows the chair folded for shipment. It will be seen to constitute a most convenient and readily-operated knock-down or fold-

ing chair, the pivots of the arms and standards being disconnected and the back folded forward on the seat, as shown.

Having thus described my invention, the following is what I claim as new and desire to secure by Letters Patent:

The combination of the seat D, hinged back E, standards G G, arms H H, connected

by head-rest I, and the gravitating hinged braces J J, catching in teeth or notches *W*, all as herein described, for the purposes set forth.

N. N. HORTON.

Witnesses:

J. H. RIEGER,
PETER F. CLINTON.